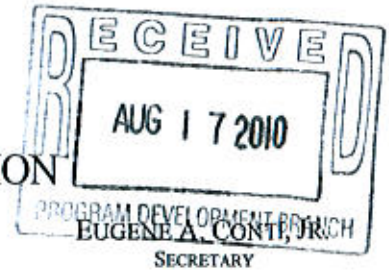




STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR



August 4, 2010

Mr. John Sullivan
FHWA – NC Division
310 New Bern Avenue
Suite 410
Raleigh, North Carolina 27601-1418

Subject: Request for Addition of Interstate 840 to the Interstate System

Dear Mr. Sullivan:

This letter is a request for the addition of the Greensboro Loop to the Interstate System as I-840 and future 840 in Guilford County, North Carolina. The eastern and western section of the loop has been constructed to Interstate design standards and is open to traffic. The remaining portion of the Greensboro Loop has achieved the planning and NEPA phases of project development.

The Western portion of the Greensboro Loop has been designed and constructed to Interstate standards from I-40 to Bryan Boulevard, a distance of 3.56 miles (see attached map). The segment is a controlled access, divided, multi-lane freeway on new location west of Greensboro. The route is on the National Highway System and extends from I-40 on the west side of Greensboro to Bryan Boulevard. This segment is currently signed as Interstate 73.

The Eastern portion of the Greensboro Loop has been designed and constructed to Interstate standards from I-85 to US 70, a distance of 2.21 miles. The segment is a controlled access, divided, multi-lane freeway on new location east of Greensboro. Also, please note that the existing undesignated freeway between I-40 east of Greensboro north to US 70, and the future segment from US 70 northeast to US 29, is part of the high priority corridor from Greensboro, North Carolina to Danville, Virginia.

We request Federal Highway Administration approval for the addition of the Greensboro Loop from Bryan Boulevard west of Greensboro along I-73 and I-85 to US 70 (east of Greensboro) to the Interstate system under Title 23 USC 103 (c)(4)(A) a total distance of 5.77 miles. We also request the remaining segments of the Greensboro Loop, which have received approval of final environmental documents, be added to the Interstate system under Title 23 USC 103 (c)(4)(B) as Future Interstate, a distance of 15.26 miles.

We would appreciate your favorable consideration of this request and prompt submission to your Washington office. We plan to submit an application to the American Association of State and Transportation Officials (AASHTO) Route Numbering Committee for the establishment of route number I-840 at the next scheduled meeting. We will appreciate your coordinating this request with the AASHTO Route Numbering Committee and understand approval is needed both by FHWA and the Route Numbering Committee for the I-840 designation.

We appreciate your favorable consideration of this request. Please let me know if you need additional information.

Sincerely,

A handwritten signature in black ink, appearing to read 'T. Gibson', with a long horizontal flourish extending to the right.

Terry R. Gibson, P.E.
State Highway Administrator

JKL/RBR

Attachments

cc: Secretary Eugene A. Conti, Jr., w/attachments
Jim Trogdon, P.E., Chief Operating Officer, w/attachments
Jon G. Nance, P.E., Chief Engineer – Operations, w/attachments
Deborah M. Barbour, P.E., Director of Preconstruction, w/attachments
J. Kevin Lacy, P.E., State Traffic Engineer, w/attachments
M. Mills, P.E., Division Engineer, w/attachments
Renee B. Roach, P.E., Mobility and Safety Staff Engineer, w/attachments
W.M. Petit, Senior Program Engineer, TIP Development, w/attachments

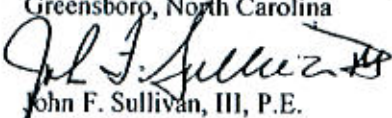


U.S. Department
of Transportation
Federal Highway
Administration

Memorandum

Subject: **INFORMATION/ACTION:** North Carolina – Proposed
Addition to the Interstate System, Interstate 840 in
Greensboro, North Carolina

Date: December 1, 2010

From: 
John F. Sullivan, III, P.E.
Division Administrator
Raleigh, North Carolina

In Reply Refer To:
HDA-NC

To: Gloria Shepherd
Associate Administrator, Planning, Environment, & Realty (HEP-1)
Washington, DC

The North Carolina Department of Transportation (NCDOT) requests the designation of the Greensboro Outer Loop from I-40 east of Greensboro counterclockwise to I-40 west of Greensboro as a future part of the Interstate System, per their August 4, 2010 letter. In addition, they request that built portions of the eastern and western sections of the Loop be signed as a part of the Interstate System. This route is on the National Highway System (NHS) and the built portions of the eastern and western sections of the Loop have been constructed to Interstate design standards and are open to traffic. The planning and NEPA phases of project development have been completed for the remaining un-built portion between the eastern and western sections of the Greensboro Loop. (See the attached maps for details).

NCDOT's request contains three distinct actions:

- 1) adding of the 2.21 mile built Eastern portion of the Greensboro Loop from I-40 to U.S. 70 to the Interstate System as I-840,
- 2) designating the 15.26 mile un-built portion of the Greensboro Loop from U.S. 70 to Joseph Bryan Boulevard as Future I-840, and
- 3) co-numbering the 3.56 mile built Western portion of the Greensboro Loop from Joseph Bryan Boulevard to I-40 as I-73 and I-840

The North Carolina Division concurs with these requests and recommends approval. We have been in frequent contact with Headquarters staff and have coordinated with them on these requests. Please contact me at (919) 856-4346 if you have any questions. Thank you for your consideration in this matter.

Attachments





U.S. Department
of Transportation
Federal Highway
Administration

Office of the Administrator

1200 New Jersey Ave., SE
Washington, D.C. 20590

August 2, 2011

In Reply Refer To:HEPH-20

Terry R. Gibson, P.E.
State Highway Administrator
North Carolina Department
of Transportation
Raleigh, NC 27699-1536

Through: Mr. John F. Sullivan III
Division Administrator
Raleigh, North Carolina

Dear Mr. Gibson:

Thank you for your letter, requesting that the combined Eastern and Western portions of the Greensboro Loop from I-40 west of Greensboro to I-40 east of Greensboro be added to the Interstate System as I-840 and Future I-840. Based on your request we are considering the following actions: (i) co-numbering the built portion of the Western Greensboro Loop from I-40 to Joseph Bryan Boulevard as I-73 and I-840; (ii) adding of the built portion of the Eastern Greensboro Loop from U.S. 70 to I-40 to the Interstate System as I-840; (iii) designating the unbuilt portion of the Greensboro Loop from Joseph Bryan Boulevard to U.S. 70 as a future part of the Interstate System.

Based on your request the following determinations were made:

(i) After careful consideration, we are in agreement with the co-numbering of the Western Greensboro Loop from I-40 to Joseph Bryan Boulevard as I-73 and I-840. With concurrence from the Route Numbering Committee of American Association of State Highway and Transportation Officials (AASHTO) the numbering of the 3.56-mile segment will be approved as follows:

I-73/840 from I-40 west of Greensboro to Joseph Bryan Boulevard

(ii) We have reviewed your request for the addition of the built portion of the Eastern Greensboro Loop from U.S. 70 to I-40 east of Greensboro to the Interstate System as I-840. This segment is part of the High Priority Corridor #40 that is designated a future part of the Interstate System by Section 1105(e)(5) of the Intermodal Surface Transportation Efficiency Act of 1991, as amended.

Our Division Office confirms this segment has been completed to Interstate standards and meets a statutory requirement by connecting to existing I-40. We find the requirements of Section 1105(e)(5)(A) have been satisfied and hereby approve the addition of the 2.21-mile segment to the Interstate System as follows:

I-840 from U.S. 70 to I-40 east of Greensboro

The route numbering is contingent on concurrence from AASHTO. Under 23 U.S.C. 119(a)(1)(C), this segment becomes eligible for Interstate Maintenance (IM) funds, and under 23 U.S.C. 104(b)(4), its lane miles and vehicle miles traveled will become eligible for inclusion in the IM funds apportionment formulas.

(iii) The future addition of the 15.26-mile unbuilt segment of the Greensboro Loop between Joseph Bryan Boulevard and U.S. 70, will allow traffic to bypass Greensboro and improve congestion on exiting I-40. After careful consideration of the criteria outlined in 23 U.S.C. 103(c)(4)(B), we find this segment to be a logical future addition to the Interstate System and approve the request.

Enclosed are two signed copies of the 103(c)(4)(B) agreement, for the future addition of I-840 from Joseph Bryan Boulevard to U.S. 70. Please return one executed copy for our records.

Under the agreement, all projects on the proposed route must meet Interstate System design standards for formal addition of this route to the Interstate system under Section 103(c)(4)(A). We recommend that you continue to closely coordinate with the FHWA North Carolina Division Office during construction.

We concur with your proposed I-840 route number for this future route. Our concurrence is based on the condition that the route corridor may only be referred to as "Future I-840" until a route is added to the System. This numbering is also subject to concurrence by the AASHTO, and we are informing the Association by copy of this letter.

The last subparagraph of Section 103(c)(4)(B) provides that:

No law, rule, regulation, map, document, or other record of the United States, or of any State or political subdivision of a State, shall refer to any highway under this subparagraph, nor shall any such highway be signed or marked, as a highway on the Interstate System until such time as the highway is constructed to the geometric and construction standards for the Interstate System and has been designated as a route on the Interstate System.

We advise that, under 23 U.S.C. 103(c)(4)(A) and (B), designation of this route as a part or future part of the Interstate System creates no new Federal financial responsibility nor eligibility under 23 U.S.C. 119(a)(1) for IM funds. However, when this route is added to the Interstate System, its lane miles and vehicle miles traveled will be included in the next calculation of the IM funds apportionment formula.

Sincerely,

A handwritten signature in black ink, appearing to read "Victor M. Mendez". The signature is fluid and cursive, with the first name "Victor" being more prominent than the last name "Mendez".

Victor M. Mendez
Administrator

Enclosures (2)

cc: Marty Vitale (AASHTO)

October 31, 2011

Rockne Bryant
Functional Classification Coordinator
NC Department of Transportation
1554 Mail Service Center
Raleigh, NC 27699-1554

Subject: National Highway System Approval within the Greensboro MPO

Dear Mr. Bryant,

The Greensboro MPO has worked cooperatively with the Transportation Planning Branch and is in agreement with the National Highway System (NHS) changes for the constructed I-840 TIP Project U-2525A and for the future I-840 TIP Projects U-2525B, U-2525C, & U-2525C/D.

The NHS change for TIP Project No. U-2525A is given below:

1. Completed segment of I-840, from US 70 to I-40 east of Greensboro, change from Freeway/Expressway to Interstate, 2.21 miles

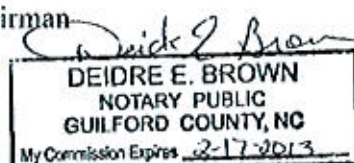
The NHS change for TIP Projects U-2525B, U-2525C, U-2524C/D is given below:

1. Future segments of I-840, from US 29 to Bryan Boulevard, change from Freeway/Expressway to Interstate

Sincerely,



Robbie Perkins, TAC Chairman
Greensboro MPO



**Guilford County
I-840 Loop**

**I-840 From I-40/I-85
East of Greensboro
To US 70
2.21 miles**

NHS System Addition

Legend

- ■ ■ I-840
- Interstate
- US Route
- NC Route
- Secondary Road
- Ramp
- ☐ Municipal Boundaries

Miles
0 0.5 1 2 3

